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SECURITY INFORMATION

COUNTRY Germany (Soviet Zone)

REPORT

TOPIC Werneuchen Airfield

50X1-HUM

EVALUATION

DATE OF CONTE

DATE OBTAINED

DATE PREPARED

2 June 1952

REFERENCES

PAGES 11 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. On 7 April 1952, there was no flying at Werneuchen airfield. On 8 April, four jet bombers circled the installation. Two railroad tank cars with fuel arrived at the field.

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Flying was observed at the field between 8:45 and 9:50 a.m. on 9 April. From 11 a.m. to 7 p.m. on 10 April, there was local flying by about 20 jet bombers. On the same day, a railroad tank car with fuel arrived from Velton. On 11 April, the following equipment was being loaded on railroad cars: 5 crates, each 0.8 x 1 x 3 meters, with aircraft parts and 2 gray turrets on a flatcar; 50 large tires and 50 small tires, all without inner tubes, on a boxcar; aircraft engines packed in oil paper and wooden crates, 25 large tires with inner tubes, about 1 meter in diameter, on another boxcar. All the material was from Hanzer 6. The crates had no inscriptions.

the cars were to go to Cottbus. (1) There was no flying between 6 p.m. on 14 April and 6 a.m. on the next morning. Several jet bombers took off and landed at the field during the night of 15 April between 7:30 p.m. and 2 a.m. Night flying was practiced during the night of 16 April from 7:45 p.m. to 1:20 a.m.

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2. The following construction material arrived at the field at night:

Date in April	Number and Type of Railroad Cars	Material	From
14	16 gondola cars	gravel	Coschen
15	11 boxcars	cement	Nienburg/Saale
	3 gondola cars	broken stone	Coschen
	3 gondola cars	gravel	Coschen
16	6 boxcars	cement	Nienburg/Saale

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List cont'd

Date in April	Number and Type of Railroad Cars	Material	From
17	1 boxcar	cement	Mienburg/Saale
	1 gondola car	gravel	Coschen
	1 gondola car	broken stone	Coschen
	1 gondola car	briquettes	

During the Easter holidays, 18 railroad tank cars with fuel arrived from Velten. A railroad engineer [redacted] shunted several boxcars with personnel and several flatcars with guns to a point behind the hangars.

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3. Between 6 a.m. and noon on 19 April, about 20 take-offs and landings were made by several jet bombers. There was no flying on 20 April between 6 a.m. and 8 p.m. Three jet bombers were observed taking off and landing between 6 a.m. and 4 p.m. on 21 April and on 22 April. There was flying by several jet bombers on 23 and 24 April. On 25 April, eleven take-offs and landings were observed. One biplane landed at 2 p.m. and another landed at 3 p.m. From 21 to 23 April, parachuting was practiced over the field.

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4. Between 6:15 and 6:40 p.m. on 10 April, a jet bomber [redacted] and type-27 aircraft [redacted] landed at the field: [redacted] On 12 April, a train with 7 AA guns and 21 trucks [redacted], arrived at the railroad station. The train was shunted to the airfield. [redacted] Forty type-27 and type-30 planes were counted at the installation on 14 April and at 4:30 p.m. on 19 April.

[redacted] two connecting lanes were to be constructed from the northern taxiway to the runway. Between 6:30 a.m. and 4:30 p.m. on 15 April, there was flying by aircraft [redacted] 50X1-HUM  
[redacted] Three type-27s [redacted] took off at 10 a.m. and landed at 4:30 p.m. During the morning, the front guns of a type-27 plane [redacted] were being adjusted on the adjustment stand behind the former repair hangar. After 25 minutes the plane was turned and the rear guns were adjusted. It took about 45 minutes to adjust the rear guns. Subsequently, the guns of aircraft [redacted] were being adjusted. [redacted] 50X1-HUM

[redacted] On 16 April between 9 p.m. and 1 a.m. there was night flying by jet bombers. During the morning of 16 April, beginning at 8 a.m., the guns of three aircraft [redacted] were being adjusted. There was flying between 7:30 a.m. and 1 p.m. on 17 April. [redacted] 50X1-HUM

Plane [redacted] towed a sleeve target. At 10 a.m., three aircraft [redacted] took off at short intervals, assembled in wedge formation, and then headed southwest. These planes were not observed landing at the field prior to 6 p.m. Night flying was practiced between 9:30 p.m. and 3 a.m. On 18 April, there was local flying by aircraft [redacted]

Four aircraft [redacted] took off at 10 a.m. and landed again at 12:30 p.m. Plane [redacted] towed a sleeve target. Night flying was practiced between 9 p.m. and 5 a.m. At 5:30 p.m. on 18 April, 27 men equipped with back-pack parachutes were observed falling in. An Li-2 took off several times and parachute jumps were made from the plane. About Easter, the runway lighting facilities were being transferred from the southern side of the runway to the northern side. The lights were observed at their former position during night of 18 April. The aircraft always took off from east to west. Concreting of the northern taxiway started on 18 April. [redacted] 50X1-HUM  
At 6 a.m. on 19 April, seven planes [redacted] started flying.

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6. During the night of 16 April, a train of 40 flatcars was shunted into the barracks area. Twenty AA guns, each with four rubber-tired wheels and 20 trucks were observed. AAA personnel were quartered in the former NCO settlement. (4) 50X1-HUM  
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7. A fenced-in wooden structure, probably a radio beacon, was being removed from the west end of the runway.
8. [redacted] 62 containers with a capacity of 24,600 liters each, 22 containers with a capacity of about 50,000 liters each and 5 containers each 3 meters high and 2.5 meters in diameter. [redacted] the fuel dump has a total capacity of 2.6 million liters. (5) 50X1-HUM
9. Between 8 a.m. and 2:25 p.m. on 16 April, there was local flying by jet bombers. Flying was also observed during the night. A biplane took off at 10:30 a.m. Flying was practiced by jet bombers between 6:23 a.m. and 3:45 p.m. on 17 April. One jet bomber towing a sleeve target was followed by a formation of three jet bombers. The planes returned to the field after 30 minutes. No damage was observed on the sleeve target. A biplane landed at the field at 10:18 a.m. Two radio trucks, each with a rod antenna about 4 meters high, were parked on the west end of the runway. Between 7:45 a.m. and noon on 18 April, there was local and formation flying. A jet bomber, a type-27 plane with the blue [redacted] was observed towing a sleeve target. Other aircraft observed included type-27 [redacted] three type-30 planes [redacted] The type-27 planes had two guns in the rear gunners' stations while the type-30 planes had no guns. On 18 April, night flying was practiced. On 19 April, there was flying by type-27 planes [redacted] 50X1-HUM
10. At 4:35 p.m. on 18 April, a twin-engine transport with radial engines [redacted] took off. After several circles over the field, parachute jumps were made by 1 parachutist at 5 p.m., four parachutists at 5:10 p.m., and 5 parachutists at 5:15 p.m. The plane landed at 5:20 p.m. and took off again 10 minutes later. Five parachutists jumped at 5:40 p.m. and the plane landed 5:45 p.m. The craft took off a third time at 6 p.m., five jumps were made at 6:15 p.m. and the plane landed again at 6:25 p.m. 50X1-HUM  
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11. [redacted] an entrance hatch between the plexiglass nose and the pilot's cabin of a type-27 jet bomber. The hatch was 40 to 50 cm long and could be opened on the right. When it was closed it could not be seen. The hatch was entered by means of a metal ladder which was placed against the right side of the fuselage. Underneath the hatch, in the side wall of the fuselage, were four holes which were evenly spaced and one below the other. To the right of and under the lowest hole, was a slightly slanted dark metal rod about 10 cm long. The belly turret was forward of this rod. Underneath the fuselage, about 50 cm to the right of the rudder assembly, was another dark rod, about 20 cm long, on which the tow rope for the sleeve target was attached. This rod was not observed on all type-27 aircraft.
12. On 16 April, two trucks carried bombs from the ammunition dump to the bunker. Each truck was loaded with 16 bombs.

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14. At 1 p.m. on 21 April, a type-27 plane [ ] landed at the field. Between 3:15 and 3:55 p.m. a type-30 plane [ ] took off and landed. Night flying was observed during the night. Flying was practiced between 8:10 a.m. and 1 p.m. on 22 April. Take-offs were made by a type-30 plane [ ] at 8:10 a.m., a type-27 [ ] at 8:25 a.m., and a type-27 [ ] at 8:35 a.m. Between 6:20 a.m. and 2:55 p.m. on 23 April, there was local flying by five type-27s [ ] and two type-30 planes [ ]. Night flying was again observed. Between 6:15 and 6:25 p.m. on 24 April, six jet bombers [ ] practiced flying. Between 5:35 a.m. and 5 p.m. on 25 April, there was flying by 2 biplanes and 2 single-engine aircraft, and local flying by aircraft [ ]. Four type-27s [ ] and three type-30 planes [ ] circled the field between 5:30 and 9:30 a.m. on 26 April. From 21 to 23 April, parachute jumps were made from a twin-engine transport [ ] (7)

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Comments.

- (1) It is believed that the railroad cars carried obsolete material to the U.S.S.R.
- (2) [ ] The train mentioned by the railroad engineer carried heavy AA guns, equipment and AAA soldiers from Brandenburg. [ ] It has not been determined where the AA guns were emplaced in the airfield area.
- (3) [ ]
- (4) The train [ ] possibly carried additional antiaircraft artillery to increase of the air defense at the field.
- (5) The reported capacity of 2.6 million liters is about five times the capacity of the fuel dumps at airfields of the Twenty-Fourth Air Army which are occupied by fighter and ground attack units. A corresponding volume of fuel shipments has not been observed. Since the fuel shipments observed have been only sufficient to meet requirements for the intensive air activity, it is not believed that fuel reserves are stored at the field. The reported capacity would be adequate for the requirements of a heavy bomber unit. 50X1-HUM
- [ ]
- (7) This report confirms the previous assumption that the field is occupied by two jet bomber regiments which are equipped with a total of 40 aircraft of type-27 and type-30.

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